

**Transit/Pedestrian Accessibility Study
Steering Committee Meeting Notes
June 6, 2013
10:00 a.m. to 11:00 p.m.**

Attendees

Name	Organization	Email	Phone
Tammy Bennett	City of Lawrence	tbennett@lawrenceks.org	785-832-3133
Cory Davis	KDOT	coryd@ksdot.org	785-296-7984
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Tom Huber	Toole Design	thuber@tooledesign.com	608-663-8080
Bob Nugent	Lawrence Transit	rnugent@lawrenceks.org	785-832-3464
Dot Nary	RTC/IL KU	dotn@ku.edu	864-0631
Todd Girdler	L-DC MPO Staff	tgirdler@lawrenceks.org	832-3155
Jessica Mortinger	L-DC MPO	jmortinger@lawrenceks.org	832-3165
Jamie Simpson	KU Accessibility	lloyd@ku.edu	864-3650
Jim Meyer	URS	jim.meyer@urs.com	612-802-3725
David Kocour	URS	david.kocour@urs.com	913-344-1058
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Following introductions J. Meyer began the meeting with a Powerpoint presentation. The following notes provide reference to the slides and comments or questions generated as a result.

1. Meeting Agenda
2. Project Schedule – the first open house was held on Wednesday, June 5th. Online mapping has been active for approximately one month and will continue until mid-July. During the next month the project team will be reaching out to agencies/stakeholders to schedule meetings. An online survey will be available in August. A second open house will be held at the end of September or early October. A draft report will be available in October with a final report due by the end of the year.
3. Interactive Online Mapping – have received approximately 75-80 comments on the transit and pedestrian web page. Some people were completing the online mapping at the open house and hope to continue to receive good input through mid-July.
4. Key Themes from June 5, 2013 Public Open House – approximately 50 attendees. The following locations were mentioned.
 - 6th Street – difficult to cross this street
 - 19th Street – several areas lack sidewalks, or sidewalks are in poor condition
 - Iowa – in general, just a very difficult area for pedestrians.
 - Naismith – stretches lack sidewalks.
 - West of Iowa – sidewalks/paths generally exist west of Iowa and are in good condition. Main problem is the connectivity from bus stops to stores. A lot of times,

grass areas prevent direct connections and stops are often a good distance from the final destination.

5. Evaluation Methodology – An overview of the evaluation methodology was provided. Phase 1 is looking at all the bus stops using GIS data. The project team developed evaluation criteria that was categorized into the following:

- Existing Conditions/Infrastructure
 - Connectivity
 - Demand
- Might want to consider asking bus drivers for information. T. Girdler and B. Nugent will discuss. Would like for URS to provide a list of potential questions.
 - What demographics haven't been shown? What about young people? Response: would like to incorporate older adults and persons with disabilities. Unfortunately, the US Census data covers such large areas that the Census data would not be useful in developing our heat map.
 - The majority of riders are coming from where students are living in a number of different complexes. Should focus on those areas.
 - KU would have transit data on where students are and those served.
 - Don't see much service behind Hy-Vee on Clinton Parkway for the apartment complexes that are located there.
 - Closer bus stops on Clinton Parkway would be good to prevent mid-block crossings by pedestrians.
 - Are we compounding some numbers in the methodology? To some degree, yes. J. Meyer introduced the idea of possibly weighting the different variables.
 - What about having a category for transit ridership (bus stop use)? It would be a problem to try and apply to each stop. J. Meyer will follow-up with B. Nugent to discuss.
 - J. Meyer reported that the study team wants to finalize the variables to be examined and mapping over the next few weeks.
 - Didn't see employment centers listed particularly industries (eg., Hallmark). The project team will look at incorporating the employment data from T2040 into the analysis.

6. Example of 6th and Kentucky – an example of a possible improvement was presented. J. Meyer described the intersection of 6th and Kentucky. The draft heat map showed this as moderate area to target for potential improvements and 6th Street was also mentioned at the public open house. This example was intended to show the steering committee how the phase 2 analysis might take place. J. Meyer noted that this was only an example and no decisions on the phase 2 analysis has been completed.

- The current situation at this location requires bicyclists and pedestrians to cross five lanes of traffic on 6th and then another four lanes on Kentucky to get to the park (nine lanes in total). By realigning the bike path on the north of 6th, and providing a crossing of 6th on the west side of the intersection along with a center island, this would reduce the crossing to essentially four lanes.
- Public Works has concerns with the example provided in that this area has signals which are closely coordinated and would not want to disturb the traffic flow.
- A bus turnout was also discussed and there was some concern about buses being unable to get back into the flow of traffic. J. Meyer indicated that there is technology that could be incorporated into some of the stops to provide buses the priority to leave the intersection prior to other vehicles.

7. Study Coordination Park & Ride with Bus Stop – An example of the importance of the study coordination as part of the Multimodal Planning Studies was provided. J. Meyer provided an overview of how a transit center/hub could be combined with park and ride services at a location potentially along 2nd near I-70.
 - SC member comment: Hadn't thought about additional property south of former outlet stores, but think it sounds like a pretty good idea.
8. Coordination with Planned Improvements T2040 – The project team will also look for opportunities to incorporate sidewalk improvements into planned projects identified in T2040.
9. Stakeholder Outreach – over the next month, the project team will be reaching out to the SC members and local groups to get feedback on transit and pedestrian accessibility issues. This will focus on trying to find opportunities to give existing paratransit riders the opportunity to shift to fixed-route transit.
 - Sometimes transit operators have an issue with paratransit riders using fixed route transit that can lead to delays in schedules.
 - Some problems with coordinating KU and City transit due to varying schedules. (20 minute headways vs. 60 minute)
10. Upcoming Tasks
 - Who should we send comments too? URS will follow-up with SC members for additional information. SC members can send comments to Jim Meyer and Todd Girdler simultaneously.
 - When will the next meeting be? Planning on early August.